

NAVAL AIR STATION
Sitka, Alaska

Oil Screw Princeton Hall, No.

This is to certify that the United States Maritime Commission has
requisitioned title to and possession of the vessel Princeton Hall
pursuant to Section ⁹⁰²~~920~~ of the Merchant Marine Act of 1936 as amended,
effective as of the date and hour of delivery thereof, and that

Lieut. Joe de Garmah USNR acting for and on behalf of
the United States Maritime Commission has received delivery of said

Princeton Hall under said requisition this
Fourth day of January 1942 at 1630 o'clock
and that such requisition has become effective at said date and hour.

Joe de Garmah
Lt. USNR.

Sitka, Alaska

January 31, 1942

I, Leslie Yaw, duly authorized agent of the Board of National Missions, Presbyterian Church in U.S.A., 156 Fifth Avenue, New York, N.Y., owners of the Princeton Hall, agree that the sum of Thirty-four Thousand, Three Hundred Sixty-Seven Dollars and Thirty-four Cents (\$34,367.34) is just compensation for the Oil Screw PRINCETON HALL, not registered, and equipment, title to which was requisitioned by the Maritime Commission at 1630 o'clock on 4 January 1942, at Sitka, Alaska, pursuant to Section 902 of the Merchant Marine Act of 1936 as amended. This statement is not to be construed so as to make said requisition a contractual purchase and sale.

Dear Mr. Yaw:

Signed

Leslie Yaw

The above copy of the statement signed by you in connection with the appraisal of the boat, the PRINCETON HALL, by a civilian committee, is forwarded for your files. You are aware, of course, that the government is not bound in any way by the recommendations as to value made by this committee.

J. R. Tate

J. R. TATE
Commander, USN.
Commanding Officer, NAS
Sitka, Alaska

A I R M A I L

February 5, 1942

Mr. Kenneth H. Wheelock
Chester J. Chastek Co.
Seattle, Washington

Dr. King ✓

Dear Sir, Princeton-Hall Boat

The following word has been received here regarding the above boat which has been taken over by the Government, of which fact you have been informed by this office:

"The Navy in taking over the boats did so completely and therefore insurance has not been needed since January 4th."

In view of this report, the Builders' Risk carried by you on the Princeton-Hall should be canceled as of January 4th, if that is in order, and the Board reimbursed accordingly for the unearned premium.

We shall appreciate hearing from you in confirmation of this request.

Sincerely yours

C. N. Wonacott, Treasurer

by *H. Dawson*

Insurance Department

HD

Sheldon Jackson School

Sitka, Alaska

owned and operated by
Board of National Missions
of the Presbyterian Church in the
United States of America

Leslie Yaw, Superintendent

March 5, 1942

Dr. Everett B. King
Board of National Missions
156 Fifth Avenue
New York City, N. Y.

Dear Everett:

Enclosed are two papers which I think you should have in New York. One is the Naval Air Station requisition form filled out on the Princeton Hall, the other a statement concerning valuation of the Princeton-Hall and equipment.

We are sending these by registered mail, since in effect they are the Navy's recognition of the Board's ownership.

Very sincerely yours

Leslie Yaw

Leslie Yaw
Superintendent

LY:h
Enc. (2)

*P.S. Your letter of Feb. 28th just came in by shell.
I think we have reported everything to date.
At first it appeared that the Local Airstation
would issue check for the Princeton-Hall
but now the matter has gone on to
Bremerton Headquarters which quite properly
will no doubt complete the transaction
with the Board.*

LY

Inventory Princeton-Hall Goods stores S.J.S.

1 set architects drawings, in office safe of Superintendent S.J.S.

1 - Dictionary, in care of Paul Prouty who has same in his personal library

FOLLOWING STORED ON CAMPUS.

1 hand axe in leather sheath

1 stretcher

1 chest First-aid equipment

1 chart - Gastineau Channel

2 boxes (50) Bibles

1 Pulpit Bible

2 Boxes (75) Hymn books.

2 flags (Christian & American)

1 Envelope containing monthly report blanks, Princeton-Hall.

1 pkg. dish towels (Northern Light)

1 Carton, dish towels, pot holders, bureau covers, (Albany, Ore.)

2 pkgs. (18 in all) bed sheets.

4 pkgs. hand towels

1 pkg. wash clothes

1 box pillows (Wrangell)

1 box mattress pads

1 box pillows (Sears)

1 pkg. bed blankets (1 pr.)

(signed) Paul H. Prouty

COPY

Excerpt from Paul H. Prouty's letter of May 21, 1942

".....You ask about the equipment on the Princeton Hall. Before I left I took to the S.J.S. office a typewritten sheet, a copy of which I am herewith forwarding. This list was to have been checked and verified and forwarded to you. Leslie was not in to receive it personally (was in classes) so it must be that it was filed away without correspondence with your office.

The list as here shown, is stored as it states, in school office safe, dictionary with me, remainder in empty dormitory space.

The equipment taken by the government included, - as the inventory sheets in the office of Supt. Yaw, show, all non-sacred items, and hull, and operation instruments. Such items as mattresses, compass-clock, kitchenware, aluminum cooking utensils, tools, were itemized carefully, item by item....."

Excerpt of letter from Leslie Yaw dated May 27, 1942.

"Enclosed is an inventory of Princeton-Hall goods as made out by Paul Prouty. Regarding the first two items we have the set of Princeton-Hall blueprints and specifications stored in the school safe and Mr. Prouty has the dictionary. All of the other items were transferred yesterday for storage at the Presbyterian manse with Mr. Bily's acceptance of responsibilities for them....."

Mar. 5th '42.

Sitha Manse

Inventory Princeton - Hall Goods stored ~~S.J.S.~~

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I -- Dictionary, in care of Paul Prouty who has same in his personal library.

Sitha Manse

FOLLOWING STORED ON ~~CAMPUS~~.

- I --Handaxe in leather sheath.
- I-stretcher.
- I --- chest First-Aid equipment.
- I -- Chart-- Gastineau Channel
- 2 -- boxes (50) Bibles.
- I --- Pulpit Bible.
- 2 --- boxes (75) Hymn books.
- 2 --- Flags (Christian & American)
- I --- Envelope, containing monthly report blanks, Princeton-Hall.
- I --- Pkg. dish towels (Northern Light)
- I --- Carton, dish towels, pot holders, bureau covers, (Albany, Ore.)
- 2 --- Pkgs. (18 in all) bed sheets.
- 4 -- Pkgs. Hand Towels.
- I --- Pkg. Wash clothes.
- I ---box Pillows (Wrangell)
- I -- box mattress Pads.
- I ---- box Pillows (Sears)
- I ---- Pkg. bed blankets (I Pr.)

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Paul H. Prouty

March 18, 1942

AIR MAIL

Mr. Leslie Yaw, Superintendent
Sheldon Jackson School
Sitka, Alaska.

Dear Les:

Thanks for the two papers that you sent to me March 5. One is the Naval Air Station requisition form, and the other is the statement concerning the valuation of the Princeton-Hall and equipment.

I wish you would be good enough to send me a confidential statement relative to the work of our minister and his wife, Mr. and Mrs. Bily. I would like to know how things are moving, and know you can give me that information.

Cordially yours,

EBK:HH

Princeton
Hall
Dear Dr. King -

Republic Wash.
May. 21 - 1942

Your letter addressed to Y. M. C. A. Tacoma, Wash. was relayed to me through the Y. M. C. A. in Spokane - and hence lost many days in transit.

You ask about the equipment on the Princeton-Hall. Before I left Alaska I took to the S. J. S. office a typewritten sheet, a copy of which I am herewith forwarding. This list was to have been checked and verified and forwarded to you. Leslie was not in (was in classes) to receive it personally, so it must be that it was filed away without correspondence with your office.

The list as here shown, is stored as it states, in school office safe, dictionary with me, remainder in empty dormitory space.

The equipment taken by the government included, as the inventory sheets in the office of Supt Yaw, show, all non-sacred items, and hull, and operation instruments. Such items as mattresses, compass, clock, kitchenware, aluminum cooking utensils, tools, were itemized carefully, item by item.

As to definite duties assigned the Princeton-Hall, no one but Navy men actually know.

We were told she would be a personnel boat. She is known as "P-I" (P-one) the first numbered of all the Alaskan patrol fleet. Alaska has all ocean entrances under patrol observation constantly. This requires several minor patrol bases. Each base covering a certain entrance consisting of 2- to four or more vessels. These bases require personnel reliefs occasionally, and aid to the ill or

3. injured stationed in such outlying lonely areas. A pharmacy, and pharmacists - mate were to be a part of the P. I. equipment, or a doctor if needed, or nurses, as the bunk space and design of our boat was ideal for that purpose. The officers in command, on trips of inspection or control used the boat also.

As to arming, and armament, we civilians saw none, but I was told after having left, that machine gun emplacements were installed, and that anti-aircraft, and depth-bomb racks were intended to be installed. Speeds had been tested to find if it was safe for "ash-cans" to be used.

She made over the necessary speed and was approved for depth-charge equipment I was told. Wooden vessels can withstand depth-charge explosions at closer proximity than steel vessels they say. There was no doubt the

4
Navy felt the need for providing the
P. I. with means for self-defense.
The officer second-in-command of all
S. E. Alaska ^(Lieut.-Comdr. Robbins) personally told me that.
They did not require our radio set as
Navy standard sets were used on all Navy
vessels, so our order to Northern Radio
was cancelled, and never shipped.
In fact all ship radios were frozen
first-off and we could not have
secured one without extra-special arrange-
ment.
I hope the Maritime Commission
has corresponded with your office
and made settlement.
The work here in Washington is
proceeding happily and busily. Have
attended Presbyteries of Spokane and Walla Walla
- there are from ten to twenty baptisms per
month so far and a sincere interest
in Christ's way of life is evident.
Faithfully yours, Paul

Mr. Algren is on the field here in Ferry County (Republic)
and is well liked.

Sheldon Jackson School

Sitka, Alaska

owned and operated by
Board of National Missions
of the Presbyterian Church in the
United States of America

Leslie Yaw, Superintendent

Princeton Hall
May 27, 1942

Dr. Everett B. King
Board of National Missions
156 Fifth Avenue
New York City, N. Y.

Dear Everett:

Enclosed is an inventory of Princeton-Hall goods as made out by Paul Prouty. Regarding the first two items we have the set of Princeton-Hall blueprints and specifications stored in the school safe and Mr. Prouty has the dictionary. All of the other items were transferred yesterday for storage at the Presbyterian manse with Mr. Bily's acceptance of responsibilities for them.

Now and again reports come to us concerning the use of the Princeton-Hall. Captain Sievertson is still her skipper and I still receive reports of his careful use of the ship. We missed her at the close of school and Presbytery is missing her all the time, especially again this week as the Young People's Summer Conference is so fast approaching.

Sincerely,

Les

LY:h

May 29, 1942

Rev. Mr. Paul H. Prouty
2009 Empire Avenue
Spokane, Washington

Dear Paul:

Thanks for your letter of May 21st with the enclosure giving the statement of the materials and items that you have stored on the campus from the Princeton-Hall.

I also appreciated the information you gave in the letter about the activities of the Princeton-Hall at present. That is the first news that I have really had as to the real nature of the work. All other words have been suggestions and so forth.

Cordially yours,

BEK:McE

NAVAL AIR STATION
Sitka, Alaska

June 15, 1942

Dear Mr. Yaw:

The yacht PRINCETON-HALL, built in 1942 by the Sheldon Jackson School of Sitka, Alaska, of which you are superintendent, has already, within the short span of her active service in the U. S. Navy, while patrolling in southeastern Alaskan waters, given a very good account of herself.

Specifically, the PRINCETON-HALL successfully accomplished the rescue of an airplane. It is regretted that no further detail may be given at this time. However, the wish to express the seaworthiness and staunch construction built into this boat is herein tendered. She will undoubtedly serve for many years.

It is appreciated that the loss of the boat by the Sheldon Jackson School just as she was completed was keenly felt. However, it is hoped that the school will realize that this loss has already been more than compensated for by the service performed and her future service in the U. S. Navy.

(Signed) W. W. Hall

Lieut. Comdr. U. S. Navy

Passed by Naval Censor

Princeton Hall

NAVAL AIR STATION
SITKA, ALASKA

June 15, 1942.

The yacht PRINCETON HALL, built in 1942 by the Sheldon Jackson School of Sitka, Alaska, of which Professor Yaw is superintendent, has, already, within the short span of her active service in the U.S. Navy, while patrolling in southeastern Alaskan waters, given a good account of herself.

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H.W. Hall

H.W. HALL,
Lieut. Comdr., U.S. Navy.



INTER-OFFICE CORRESPONDENCE
BOARD OF NATIONAL MISSIONS

TO Mr. Tribus
FROM Dr. King
RE:

DATE June 20, 1942

Herewith are the letters relative to the requisition of the Princeton-Hall Motorship that became effective as of January 4, 1942. Will you please take care of all legal matters pertaining to the collection of the \$29, 172 that the Board has officially voted to accept.

MBE:McE

June 23, 1942

Mr. J. Linton Rigg
United States Maritime Commission
Washington, D. C.

PRINCETON--HALL BOAT

My dear Mr. Rigg,

In reply to your letter of June 15th with reference to the requisition of our boat - Princeton-Hall effective as of January 4, 1942, please be advised that our Board, the Board of National Missions of the Presbyterian Church in the United States of America, authorized the acceptance of the offer of

\$29,172.

in full settlement of the above mentioned vessel. In accordance with your instructions, we have signed the formal acceptance of the offer and return it herewith.

The boat was requisitioned before it had been completed and formally launched; therefore, we do not have on hand a certificate of ownership, but we can furnish you with vouchers for the cost of materials, and with an affidavit of ownership if that is required.

Sincerely yours

L. H. Tribus

LHT/MD
Encl.

Excerpt from letter-Rev. A. D. Swogger, Metlakatla, Alaska.
Sept. 15, 1942

Last Sunday we held a union Service in the Duncan Church. The occasion was the attendance of about 130 soldiers from the camp. With the completion of the road across the island, the men can come over by car, in just a few minutes, so making the matter of attending Church quite easy for the men. They have no place to worship in the camp, except the hall which is used for pictures and other public meetings. The men who were accustomed to attend Church in their home towns, very much appreciate the privilege of attending worship Service in a real Church. In the recent Service, I was privileged to bring the message to the men. I think guests and hosts enjoyed the fellowship very much, and the men went back to camp happier because of the privilege afforded them. Light refreshments were served at the close of the Service, which enabled the people of the town, and the men from the camp opportunity to get better acquainted. The worship Service and fellowship brought a blessing to many I am sure.

mk

C O P Y

P-1
PRINCETON HALL

December 19, 1942

*Do not
use for
weather
information*

From: The Petty Office-in-Command.
To: The Commanding Officer, N. S. B., Sitka, Alaska
Subject: Report of the trip made by this vessel on December 15, 1942

On the morning of December 15, 1942, the vessel P-1 (PRINCETON HALL) in which I am in Command, was ordered from an outlying base to the Naval Air Station, Sitka, Alaska, for the purpose of moving a member of the armed forces who was suffering with pneumonia to the Naval hospital at Sitka. At the time of our departure the man was running a high temperature and it was imperative to get the patient to the hospital as quickly as possible. At the discretion of the Commanding Officer of the base, we were ordered to proceed via the outside route, which is shorter by several hours in travel time.

At this time of year this route is seldom traveled by vessels this small because of the large breakers, wind and general roughness of the sea. During the entire trip which took approximately ten hours we encountered large swells and weather that the average small boat could not withstand. With consideration to rough sea and under the circumstances we can give much thanks to the easy handling and the construction of the boat.

At 1700 in the evening as we were nearing Sitka, we heard an airplane motor directly overhead. At the time it was getting dark, and a heavy fog had set in, cutting our visibility to approximately 200 yards. Running a compass course to hit the middle of the channel, we heard the motor again, and this time it sounded as if the plane was in the water. We headed in the general direction of the motor and a few minutes later saw a flare go up. One of our searchlights picked up the plane; we immediately came alongside and took the plane in tow and proceeded on to Sitka. With the additional weight we were still able to make good time. The motor during the entire trip never failed once, and in the length of time that I have been stationed on the P-1, the motor as well as the boat has given an exceptionally fine performance.

ELMER LINDSTROM

*Confidential - Military
information*

III a3

Excerpt from LEAVES FROM AN ALASKAN SCRAPBOOK by Everett E. King

October issue of WOMEN AND MISSIONS

"Accordingly, the first entry that we want to make in our scrapbook is related to the Princeton-Hall missionary boat. Launched at Sitka December 3, 1941, this boat was requisitioned by the government soon after January 4, 1942. Later the government offered, and the Board of National Missions accepted, \$29,172 in full settlement. (This money will be set aside as a replacement fund for the Princeton-Hall) In answer to the oft-repeated question, "What has happened to our boat?" here is a letter from Lieutenant Commander Hall of the U. S. Navy. This letter eloquently tells its own story.

NAVAL AIR STATION
Sitka, Alaska

June 15, 1942

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It is appreciated that the loss of the boat by the Sheldon Jackson School just as she was completed was keenly felt. However, it is hoped that the school will realize that this loss has already been more than compensated for by the service performed and her future service in the U. S. Navy.

(Signed) W. W. Hall
Lieut. Comdr., U. S. Navy

Passed by Naval Censor

THE PRINCETON-HALL

Telegram sent to Sitka, Alaska from the Rev. J. Earl Jackman, Unit of Work in Alaska, Board of National Missions, 156 Fifth Avenue, New York 10, N.Y.:

8-16-44

"SENDING CERTIFIED CHECK PRINCETON-HALL TO COMMANDER CHAPMAN U.S.A. WASHINGTON TODAY. HE PROMISED UPON RECEIPT TO WIRE W.R.BROWN, SEATTLE TO RELEASE BOAT TO YOU IMMEDIATELY. YOU SHOULD RECEIVE IT FRIDAY. SING DOXOLOGY."

The following is a copy of an article which appeared in the December 1944 issue of the Pacific Motor Boat magazine:

Did Sing Doxology - at Mission Vessel's Return

"Superintendent Leslie Yaw and others of the Sheldon Jackson School at Sitka, Alaska, waited more than two and a half years to use the 65-foot missionary vessel Princeton-Hall for the noble purpose for which it was created, but when they finally managed the return of this school-built cruiser on August 22, 1944 they had her scrubbed, provisioned and in the field in little more than 24 hours.

Her long-delayed initial week of service included a schedule of taking ministers to visit and guide 25 boys and girls of the Wrangell Institute, to give encouragement and advice to the peoples of the fire-swept village of Hoonah about to be re-built, to survey the needs of a distant mission, to preach church sermons, and return 15 eager youngsters to the Sheldon Jackson School for enrollment in this institution of practical arts. Thirty-five others were carried to the school on another trip.

No sounder proof of the value of the work done with the children of this school is needed in light of the story of how they built the sturdy, eye-appealing Princeton-Hall, under the supervision of Andrew Hope, Indian foreman, with all-student labor and dollars contributed by church-minded friends in the states. (Pacific Motor Boat, September 1942).

Launched four days before the Pearl Harbor attack, she was taken over by the Navy in early January 1942, just before being placed into actual service for the missions. The SJS, 48-foot purse seiner, also belonging to the school, was requisitioned at the same time. She is still under Navy jurisdiction, but bids to re-boy her have been tendered. The return of the Princeton-Hall marks the first vessel out of a large group lying at anchor near Sitka, to go back to owners following Alaska emergency service.

'Our vessel was returned in splendid condition, with a complete overhaul of her diesel engine,' writes superintendent Yaw. '.....government paid us \$29,172 and we re-purchased for \$19,055. We did indeed sing the Doxology....when we actually received her release.'

In the meantime, Andrew Hope and his industrious proteges did more than wishful thinking about again owning their two boats. They built the 56-foot purse seiner SJS II (Pacific Motor Boat, August 1943) to perform mission work, towing and commercial assignments, and to work at her primary occupation - fishing. Hope and his fishing crew cashed in 102,000 salmon - fish are sold by the piece instead of the pound in Alaska - during the season just completed to rank top boat at the cannery.

Designed by Harold Lee, Seattle Naval Architect, the missionary cruiser is 65 feet overall, has a 15-foot, 6-inch beam, and is 7 feet, 7 inches deep amidships.

Designed with a raised pilot house forward, above deck space for a chapel, and an after trunk cabin housing galley, mess room, and sleeping accommodations, power is supplied by a 6-cylinder, 165 hp Gray diesel with 3-to-1 reduction. Ventilation and heating systems, which helped make her useful for year 'round Navy duties, were designed and supplied when the vessel was built, by the Allen Copper Coil Company, Seattle."

Report from Mr. Leslie Yaw:

"On August 21, 1944 the Princeton-Hall was released by the Navy and was delivered at the port of Sitka, Alaska by the War Shipping Administration. Her work was really finished in the month of June when the Navy outstation in Icy Straits was dismantled and the Princeton-Hall was tied up at the local base with her crew discharged for duties elsewhere. All summer the Rev. Jackman in our New York office and the people in Sitka were kept busy following up step by step every little possibility to repurchase the Princeton-Hall to serve the cause for which she was built in 1941.

"After a short trial run on the afternoon of her release, the Princeton-Hall was tied up on the Sitka side of the channel and was a beehive of activity during the next 24 hours as she was scrubbed and cleaned and made ready for her first trip under the Christian flag. She set sail the afternoon of August 23rd with twelve passengers aboard. At a quiet anchorage at Pogibshi just off Dead Man's Reach in Peril Straits a service of praise, devotion and rededication was held to end the glorious day. Next morning a short stop was made at Todd Cannery where a visit was made to some 25 Wrangell Institute boys and girls busily at work helping can a veritable flood of salmon; then on across Chatham Straits for a short stop at Angoon, after which the voyage continued to the fire-swept village of Hoonah to tie up late in the evening for an overnight stop there. The trip continued around Point Retreat, Marmion Island, and into Juneau. Other points touched on this first trip were Haines House where 9 students for Sheldon Jackson School were picked up, Klukwan, Skagway, Chapel-by-the-Lake, and on around to Mendenhall Glacier to inspect army buildings in the Auk Bay area. Six more students were brought back for the opening of school on September 7th. The Rev. Paul Prouty is expected to be the General Missionary on board the Princeton-Hall and her work will continue on a regularly established basis for the Glory of God in southeastern Alaska."

The Rev. Mr. Prouty and his family arrived in Juneau, Alaska on September 23rd. In his October report he writes:

"Perhaps one of the most prominent qualities instilled into human nature by Alaska is that of patience. To be patient as God is patient would indeed be an accomplishment much desired but little realized. We must wait on weather oftentimes before a project is begun or finished. Finally the Princeton-Hall was taken from her float in Jamestown Bay and put in a boat shed where paint scraping, getting off the Navy grey from blacked-out ports and other parts of the superstructure, was begun. The bottom was copper painted; the underwater shafter had zinc protection placed on bearing bolts and the general condition of the hull was thoroughly examined. When the warm Spring sun comes then the entire white coat may be put on without danger of it immediately peeling. Portions of the metal work - smoke stack, lettering was whitened to make identification easy.

"To have been present with the builders of the Princeton-Hall and sensed their devotion to their task was to join a rich fellowship. Andrew Hope used the Howard Brothers boat shop for building our boat. George Haward assisted him with a good measure of conscience and ability. During the weeks and months of building we would plan on taking a ride someday in our product. That day came on October 30th 1944. The Hope and Howard families were aboard as we made a trial run to Old Sitka. After a luncheon on board, there was scurrying about the old town and the children enjoyed it no end. But one note of discord marred the day. George was ill. We then and there made plans for him to go to Juneau when the boat would go to have a thorough medical checkup. In Juneau the doctors found him to

have a diseased appendix requiring immediate removal. We got him there just in time to avert a rupture with probably serious consequence. How glad we are that the mission boat could thus serve its builders.

"When the Church comes in a boat consecrated to Christ's purposes, among men and women of the Boat world, the effect is more pronounced than ordinary words can convey."

THE PRINCETON-HALL FACES MARCH WIND

The barometric pressure indicated in Juneau that the weather might not all be fair but the inhabitants of Hoonah who are beginning the reconstruction of their town after the disastrous fire of last summer had not been visited for weeks. It was necessary for their encouragement to be present for a meeting, and that meeting could well be fitted in with the trip South.

The more complete renovation of the boat would take place in Metlakatla after the pastor, Rev. Alfred D. Swogger had visited nearby churches over which he is Moderator. The Princeton-Hall has the privilege of bringing these fields and workers together.

The evening at Hoonah was a triumph of harmonious planning and discussion after a complete circle of prayer by the Elders. The missionary boat and its crew could leave with rejoicing for the visit.

Gibson Young had come to the boat in Juneau with the desire to assist in the painting, first the removal of the Navy grey, and then the careful painting on the new white. The three men Wanamaker, Prouty, Young left Hoonah with uncertain March conditions before them, but try to get through they must.

Point Gardner was the first real test of the trip. The sturdy little ship came round the point proudly and with good and graceful speed, to plow directly into high rolling tide-rips piled up by March manners. After a short run out into the Sound, Pilot Wanamaker correctly decided it was unwise to expose the ship to the violent pounding against the waves even with engine speed reduced, so he turned back to Tyee Harbor. A meeting that evening at Kake had been hoped for, but if we could not get there Rev. Geo. Betts of Petersburg had given his word that he would assist them so it was decided that because of the delay

in Tyee, the boat should go on to Metlakatla as soon as possible, the shortest route being chosen.

Before daylight next morning, because morning is the time many perilous winds are avoided, we got underway. This was the seventh of March, and immediately out of Tyee harbor the waves of Frederick Sound were raising foam with fair frenzy. For two hours it was progress from one wave to another and not with gentle motion. But the course chosen, after Frederick Sound was crossed, included the quiet Keku Straits. The waters of these Straits are quiet, but the pass through them is also properly named by the Native Alaskans "Rocky Pass." To put a boat through this pass in any but low water is to invite almost certain disaster. Rocks are everywhere and many are hidden by high tides, but are so near the surface as to be easily seen in slack water, (low-tide). Our boat passed through with ease and enjoyment. The shores had geese and mallard wild-fowl, and the red cedar forest gave prophetic promise as to its usefulness in the future. But the calm and comely could not continue.

Wide Summer Straits at the bend where strong winds join forces with tide to toss boats about with ease were ahead. Our boat plunged in, but not for long. It was certain to suffer in that March melee.

A safe anchorage had to be found and soon. With skill and effort on the part of the pilot the ship was brought about safely and headed for refuge off an old fox farm on Conclusion Island. This refuge was good for daylight, but its small size made it untenable for our boat at night. And too the waves came in, threatening an anchors grip.

A try was made to reach Baker Point anchorage, but again the Summer crossing was tossing too high. The only thing left was to return to Keku Straits with the dangerous gravel bars and rocks and reefs. Darkness had now fallen. We tried our search light. It would not pierce

the snow and the mist. Of course our progress was slow and all were watching with intensity for signs of the anchorage our pilot knew was there. Suddenly the ship shivered, not violently but unmistakably. She had struck, and she had stopped. By quick and powerful reversing of the engine she moved backward with no damage, off a gravel bar and was eased outward and onward in slow search for water wide enough and deep enough and calm enough for safety. After semi-circling slowly and using the sounding lead-line to test depth, the anchor was dropped for the night. How thankfully the hours of rest were received.

When morning came again the journey onward was undertaken. The first week of March had ended, and that was the week Metlakatla was supposed to be reached, but had the mood of March in Clarence Strait been known, the anchor most certainly would not have been hoisted. No radio or other means of ship to shore communication being aboard there was no course but to "try and see." Through Snow pass the water was moderate and not uncomfortable. In Clarence Strait it was clear to a sailor eye that the clouds meant squalls and trouble. But there was no haven now but Ratz harbor, more than two hours away. To its side of the Strait we made our way. The waves came on higher and often-er, the wind mounting in strength. Then snow and rain squalls filled the air. Engine speed was reduced to make the pounding blows to the ship as light as possible, but blows they were and pounding it was. The oil and the cooling water is always carefully supplied to the machinery when it is under such strain. The jar to the body of a ship with the impact against many tons of water is terrific. With wave after wave to meet it is marvelous how they endure the thuds they do.

Ratz Harbor light appeared, yes a flash every four seconds, the location searched for, was found. One of us now for more than an hour had been bailing water by the bucketful that came in through the keyhole!

The other two were intent on guiding the ship through the waves and the mist, to the narrow harbor opening between rugged rocks. An unusual sound was heard above the storm's roar--what was it? Gibson Young who was bailing water identified the new sound as coming from the engine room. Missionary-engineer Prouty hurriedly investigated and found the cooling water hose disconnected, the water escaped, the engine hot and about to stop. Shortly it did stop. With the ship only fifty yards from fierce rocks!! And yet, within a hundred and fifty yards of calm!! The wind howled and came from the direction directly forcing the ship toward the rocks. It was a most dangerous situation. (Need I say that?) "Drop anchor" Andrew Wanamaker shouted. The anchor was trustworthy. It had been tried one night when the ship rocked so much the sleepers had to hold themselves in their bunks. But the anchor had held and we felt confident it would hold now.

The pilot held the ships head into the wind while the engineer and aid dropped the first heavy anchor, then the second lighter one. The ship would not be dashed against the rocks, but how violently it was tossing about, within so short a distance of them. Again attention was turned to the engine, the hose was clamped on again. It had time to cool while the anchors were being dropped and tested, so fresh cooling water was put in and it was started again.

Oh joy! The anchors were raised as the engine power held the ship steady away from the rocks and turned it safely into the harbor. For thirty-six hours we waited for the storm to abate sufficiently to reach the next port, Ketchikan, we are days past schedule to reach Metlakatla, but we are safe and praising God for it.

(If only He will bless our strenuous expenditure of energy and means!) Will you pray with and for us? Thanks.